

## Cinco Homber Honra pa Trinta Anja di Servicio

Presentá emblema y certificado pa trinta anja di servicio na un reunion di management staff Mei 10 tabata cinco homber for di Mechanical Process y Marine Departments. E cinco cu a worde honrá pa nan servicio largo na Lago tabata Juan F. Donata, salvageman C den Mechanical-Storehouse; Senovio Dirksz, garage mechanic A den Mechanical-Garage; Joseph A. Hope, Mechanical Transportation foreman; Marciano Geerman, assistant operator den Process-Light Oils Finishing, y Ramon Vrolijk, launch helper A den Marine-Floating Equipment Division.

E premionan a worde presentá door di Superintendent General F. W. Switzer kende a bisa a recipientenan cu e emblema pa trinta anja di servicio na Lago tabata un sobresaliente premio di servicio y tabata simbolo di e aprecio di compania pa e trabao cu nan a haci over di anjanan.

Sr. Donata, asina Mechanical Superintendent G. L. MacNutt a bisa, a pasa mayor parti di su trinta anja di servicio como verfdó, boilermaker, welder y machinist den shipyard bieuw promer cu el a transferi pa Storehouse na 1954. El a cuminsa cu Lago April 7, 1931, como laborer den Marine Department. Den Storehouse el a avanza for di salvage helper A pa salvageman C na 1955. "Juan ta conoci pa e cantidad di trabao cu el ta haci," Sr. MacNutt a bisa, "y e rapidez cu cual el ta haci nan." En contestacion ariba e observacionnan di Sr. MacNutt, Sr. Donata a bisa cu el ta mira cu satisfaccion ariba su carera largo na Lago durante cual el a goza di bon trato di su superiornan y compania. El a bisa cu el ta spera hopi bon anja mas.

Sr. Dirksz a cuminsa su carera na Lago como sample boy di laboratorio Juli 3, 1930. Pa 1933 el a avanza pa helper. El a transferi pa Mechanical-Yard na 1934 como laborer second class y na e mes anja el a bira driver helper na garage. El a bira mechanic B na 1943 y mechanic A na 1945. Sr. MacNutt a bisa cu Sr. Dirksz tabata generalmente involvi den movimiento di aparatonan pisá, un tarea masha importante na Lago. Comentando ariba algo personal, Sr. MacNutt a bisa cu durante e promer temponan di Lago Sr. Dirksz tabata "conoci" pa su autonon bunita.

E siguiente cu a haya mencion na e reunion tabata Sr. Hope. El tin un

carera variá na Lago. El a cuminsa traha cu compania Mei 20, 1931, como orderly third class den hospital. El a transferi pa comisario na 1934 y despues a pasa pa Mechanical-Yard como clerk na 1936. El a avanza door di varios nivelnan di trabao y a bira subforeman B. Na Augustus 1946 el a transferi pa Transportation. El a worde nombrá foreman na 1957. Durante su anjanan den trabao di transportacion, Sr. Hope a yuda desaroya e transportation pool. "Tabata trabao di Joe pa haci e pool traha," Sr. MacNutt a bisa. "El a haci un bon trabao. Nos eficiencia actual den e ramo di trabao aki por worde atribui grandemente na Joe."

### Sr. Geerman

Process Superintendent M. E. Fisk a comenta tocante historia di servicio di Sr. Geerman. El a bisa cu e assistant operator den LOF a cuminsa su carera na Lago Sept. 15, 1930, como office boy den Marine Department. Na 1934 el a traha tanto den Accounting Department y Acid Plant y despues a move pa Process-LOF. El a bira process helper A na 1947 y pumper na 1948. Sr. Beerman a worde promovi pa assistant operator na 1955. Sr. Fisk a bisa cu Sr. Geerman ta pisca pa aficcion y ta homber di familia cu tres yiu. Na Lago el ta traha na tur tres pump-house di LOF, Sr. Fisk a sigui bisa, unda el a mira hopi cambionan y mehoracionnan tuma lugar.

Marine Manager J. H. Brown III a papia tocante e carera di trinta anja di Sr. Vrolijk. El a bisa cu Sr. Vrolijk a cuminsa traha na Lago Mei 11, 1929, como dry dock laborer. El a move pa power house como laborer na 1934 y despues a regresa Marine Department na 1936 como wharf-foreman. Na 1947 el a transferi pa Floating Equipment Division como laborer B y door di anjanan a progressa pa launch helper B. Sr. Vrolijk

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## C. B. Garber, Lago Comptroller, Sets Retirement Date

An accounting career of nearly four decades will end May 25 for Lago Comptroller Charles B. Garber when he leaves Aruba for retirement in the near future. Mr. Garber, who joined Lago Feb. 1, 1930, after seven years with Standard Oil Company (Indiana), is also secretary and treasurer of the company and is a member of the Executive Committee.

Mr. Garber's career in accounting was preceded by business courses at the Bryant, Stratton Business School in Chicago, Illinois, and at the Wal-



C. B. Garber

ton School of Commerce and Mid-western School of Commerce of Northwestern University. He received his elementary and high school education in his home town of Strasburg, Ohio.

After leaving the Bryant school in 1922, he joined the Palmolive Peet Company as a junior clerk. The following year he took a position with Standard Oil Company (Indiana) where he served as a junior accountant. It was during his years with this company that he undertook his night school business education.

He came to Lago, then the Pan American Petroleum Corporation, as chief bookkeeper and was promoted to assistant office manager in the Accounting Department Oct. 1, 1933. Mr. Garber was named chief accountant Jan. 11, 1945, and became company comptroller Aug. 16, 1955.

While at Lago he participated in several supervisors' training and management practices programs, and in 1951 attended the Advanced Man-

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## Non-Punch Regular Employees Will Try New Pay Procedure

Effective May 24 a new pay procedure will be introduced for non-punch regular employees. The non-punch regular employees who work the day shift on paydays and are paid after 4 p.m. or 12 noon on Saturday paydays will no longer have to sign pay receipt cards. Instead of the pay receipt cards, these employees will receive a timecard signed by their foreman on payday which they will give to the paymaster as a receipt for their pay. This move was requested by the Special Problems Advisory Committee in the hope of decreasing the amount of time regular employees stand in line on paydays.

All non-punch regular employees who work shifts other than the day shift on paydays, and those on vacation, treated in quarters or otherwise away from work will continue to sign pay receipt cards when they are paid.

## Lago Awarded Second Place in NSC Contest

### Company's .70 Frequency Rate Topped by Mobil Oil's .38 Rate

With a frequency rate bettered only by the refinery's safest working year — 1957 — Lago earned a second place award in the 1960 National Safety Council Contest. Out of eighteen competing group A petroleum companies, Lago ranked second behind the Mobil Oil Company of Southern California which had a frequency rate of .38 compared to Lago's .70. (Frequency rate is based on the number of disabling injuries for each million manhours worked.) The group A classification means entire petroleum companies with operations totaling more than three million manhours yearly.

Lago's record safety year was 1957 when a frequency rate of .61 was established. In that year it won the top award. Lago placed first again in 1958 with a .90 frequency rate. Other first place awards in the "entire company" group were won in 1954 — .87 frequency rate — and in 1949 — 1.76 frequency rate.

For the eighteen competing companies last year, the average frequency rate was 2.79. The last ranked company had a 11.88 rate.

In 1959, just one disabling injury was enough to topple Lago from its year-long first place position. This emphasized the important role that individual employees play in Lago's safety program. One accident by one individual made the difference.

Lago's 1960 frequency rate was an improvement over that in 1959, but its severity rate — number of days lost for each million manhours worked — rose from 365 in 1959 to a

severity rate of 806 for last year.

Since Lago began participating in the annual National Safety Council contests, it has been awarded eleven Award of Honor plaques for having its employees work three million or more manhours consecutively without a disabling injury. These awards were earned in 1951 and 1954 through 1959. Lago's best safety record was established from Dec. 8, 1956, through June 5, 1957. During that time a total of 6,520,829 consecutive manhours were worked without disabling injuries — an all-time Lago record.

Although Lago's safety program is professionally planned and developed, the success of the entire program depends on the safe work habits of each employee. One man's poor safety judgment can lead to one disabling injury. One injury spoils an otherwise perfect safety record. Lago is still and should remain one of the safest refineries in the world in which to work. By concentrating all safety efforts, employees can regain the lead in safety and make Lago a first place winner in 1961.

## Lago na Segundo Lugar Den Concurso di NSC

Cu un frecuencia mehorá solamente door di e anja di trabao mas seguro di compania — 1957 — Lago a sali na segundo lugar den e concurso di National Safety Council. For di e diez-ochocompanianan cu ta competi den grupo A, Lago a sali segundo tras di Mobil Oil Company, di Southern California, cual tabatin un frecuencia di .38 compará cu e frecuencia di .70 di Lago. (Frecuencia ta basá ariba e cantidad di desgracia na incapitante pa cada milion ora di trabao trahá). E clasificacion den grupo A ta nifica henter companianan di petroleo cu operacionnan cu ta traha un total di mas cu tres milion ora pa anja.

E mehor anja den asunto di seguridad na Lago tabata 1957 tempo cu un frecuencia di .61 a worde estableci. E anja aki e promer premio a worde ganá. Lago a bolbe sali na segundo lugar na 1958 cu un frecuencia di .90. Otro premionan di promer lugar den e grupo pa "henter compania" a worde ganá na 1954 — .87 — y na 1949 — cu frecuencia di 1.76.

Pa e diez-ochocompanianan cu a competi anja pasá, e frecuencia promedio tabata 2.79.

Na 1959, solamente un accidente incapitante tabata suficiente pa tumba Lago for di e promer lugar cu el tabata ocupa henter anja. Esaki ta pone enfasis ariba e papel importante cu empleadonan individual ta hunga den e programa di seguridad di Lago. Un accidente door di un solo persona a haci e diferencia.

E frecuencia di Lago pa 1960 tabata un mehoracion ariba 1959, pero su cifra di severidad — e cantidad di dianan perdi pa cada milion ora di trabao — a subi for di 365 na 1959 pa 806 anja pasá.

Desde cu Lago a cuminsa participa den e concursionan di National Safety Council, el a worde duná diez-un plachi como Premio di Honor pasobra empleadonan a traha tres milion ora consecutivamente sin ningun desgracia cu perdida di tempo. E premionan aki a worde ganá na 1951 y

1959 te 1959. E mehor record di seguridad di Lago a worde estableci for di Dec. 8, 1956, pa Juni 5, 1957. Durante e tempo aki un total di 6,520,829 oranan consecutivo di trabao a worde trahá sin desgracia incapitante — un record di tur tempo pa Lago.

Maske e programa di seguridad di Lago ta worde profesionalmente plané y desaroyá, éxito di henter e programa ta depende ariba e bon costumernan di seguridad di cada empleado. E huzgamento pobre di un homber ariba terreno di seguridad por causa un desgracia incapitante. Un accidente ta danja un record di seguridad perfectro. Lago ainda ta y mester keda un di e refinermanan mas seguro na mundo pa traha. Concentrando tur esfuerzonan di seguridad, empleadonan por bolbe sali na cabez den seguridad.

### May 27 Is Deadline For Calendar Photos

Next Saturday, May 27, is the final day to submit color transparencies for the 1962 Lago calendar contest. One week isn't much time, but it does allow photographers that last opportunity to send in color slides which are at home, or in a desk, or the ones meant to be sent in but haven't been. Don't forget; this is the contest's last week. All entries are to be sent to the Public Relations Department. All slides will be handled carefully and returned to their owners.

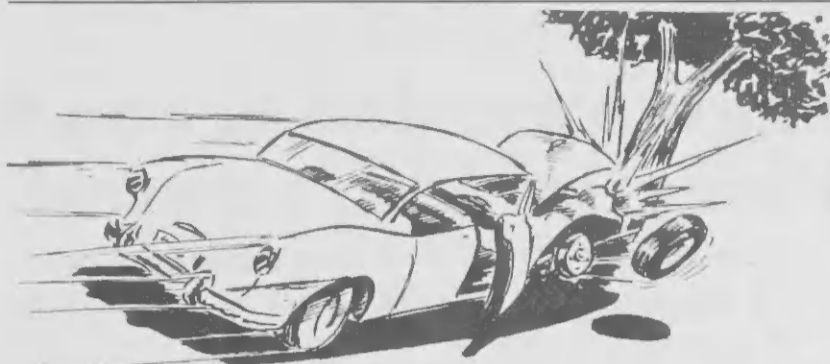


THE MUSIC concert at the May 9 meeting of the Women's Club featured Mrs. Julie Diosi, dramatic soprano, and Mrs. Bodil Frolunde, pianist. The concert, which included Hungarian and Serbian folk songs, was also presented over the Lago Hour this week.

E CONCIERTO musical na e reunion di Mei 9 di Women's Club a presenta Sra. Julie Diosi, soprano dramático, y Sra. Frolunde, pianista. E concierto, cual tabata consisti di cantonan folklorico Húngaro y Serbio, a worde presentá over di Ora di Lago e siman aki.

# ARUBA NEWS

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## One Second to Live

"One Second to Live" was originally published by Reader's Digest Magazine and will be the subject of this week's Lago Hour program. Read this shocking revelation carefully. If you don't thoroughly grasp its significance, read it again. In a contest between the razor-sharp steel of a torn automobile and the soft flesh of a human being the outcome is obvious. Slow down and live!

This is the slow-motion, split-second reconstruction of what happens when a car, traveling fifty-five miles an hour, crashes into a solid, immovable tree:

1/10 of a second - The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the tree to depths of one and a half inches or more.

2/10 - The hood crumples as it rises, smashing into the windshield. Spinning rear wheels leave the ground. The grillwork disintegrates. The fenders come into contact with the tree, forcing the rear parts to splay out over the front doors.

In this same second-tenth of a second, the heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2½-ton body. But the driver's body continues to move forward at the vehicle's original speed. This means a force of twenty times gravity; his body weighs 3200 pounds. His legs, ramrod-straight, snap at the knee joints.

3/10 - The driver's body is now off the seat, torso upright, broken knees pressing against the dashboard. The plastic-and-steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the sun visor, his chest above the steering column.

4/10 - The car's front 24 inches have been completely demolished, but the rear end is still traveling at an estimated speed of thirty-five miles an hour. The driver's body is still traveling at fifty-five. The half-ton motorblock crunches into the tree. The rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

5/10 - The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering-wheel shaft. Jagged steel punctures lung and intercostal arteries. Blood spurts into his lungs.

6/10 - So great is the force of the impact that the driver's feet are ripped from his tightly laced shoes. The brake pedal shears off at the floorboards. The chassis bends in the middle, shearing body bolts. The driver's head smashes into the windshield. The rear of the car begins its downward fall, spinning wheels digging into the ground.

7/10 - The entire, writhing body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the seat rams forward, pinning the driver against the cruel steel of the steering shaft. Blood leaps from his mouth. Shock has frozen his heart. He is now dead.

The time elapsed - seven-tenths of one second.

## Un Seconde pa Biba

"Un Seconde pa Biba" originalmente a worde publicá door di e revista Reader's Digest y lo ta topico di e programa di radio di Lago pa e siman aki. Leza e revelacion dramático aki cu atencion. Si bo no ta comprende su significancia completamente, lezele di nobo. Den un concurso entre e hero skerpi manera nabaha di un auto kibrá y e carni moli di hende, e resultado ta evidente. Bai poco poco y sigui biba!

Esaki ta e reconstruccion poco poco, di un fraccion di seconde pa otro y ta muntra loke ta socedé ora un auto, coriendo 55 milla pa ora, dal den un palo firme cu no ta move;

1/10 di un seconde - E bumper di adilanti y chroom di e adilanti ta worde primí den otro. Splinter di staa ta dreña den e palo te un y un y mitar duim leuw.

2/10 - E tapa di motor ta dobla mientras e ta bai laria y pega den e windshield. Wiel di atras cu ainda ta draai na alta velocidad ta lamta for di terra. E adilanti ta plama for di otro. E wardalodonan ta bini den contacto cu e palo, forzando e partinan di atras pa bin primi ariba e portanan di adilanti.

Den e mes segunda decimo di un seconde, e miembran structural pisá di e auto ta cuminza actuá como un brake ariba e terrífico momentum cu cual e 2½-ton di e auto ta bai adilanti. Pero e curpa di e chofer ta sigui bai adilanti cu e velocidad original di e auto. Esaki ta nificá un forza di 20 vez e gravedad; su curpa ta pisa 3200 liber. Su pianan, cu ta den un linea recto, ta kibra na rudia.

3/10 - Awor curpa di e chofer a lamta for di e sienta, su rudia kibrá pretando contra e dashboard. E frame di plastic y staa di e stuurwiel ta cuminza dobla bao di e terrible forza mortal aki. Awor su cabez ta cerca di e sun visor, su pecho ariba e stuurwiel.

4/10 - E promer 24 inch adilanti di e auto ta completamente habracá, pero e atras ainda ta viajando na un velocidad calculá ariba 35 milla pa ora. Curpa di e chofer ainda ta viajando na 55. E blokki motor cu ta pisa mitar ton ta dal den e palo. E atras di e auto, manera un cabai cu ta tira skop, ta lamta asina halto cu e ta toca cu e ramanan abao.

5/10 - E brazanan furioso di e chofer ta dobla e stuurwiel den un posicion casi vertical. E forza di gravedad ta bentele ariba e columna. Staa ta boracá su pulmon y adernan. Sanger ta penetrá den su pulmon.

6/10 - Asina grandi ta forza di e impacto cu e chofer su pianan ta sali for di den su zapato bon mará. E pedalan di brake ta ranca for

## Five Receive Thirty-Year Awards

Presented thirty-year emblems and certificates at a May 10 management staff meeting were five men from the Mechanical, Process and Marine Departments. The five honored for their long Lago service were Juan F. Donata, salvageman C in Mechanical-Storehouse; Senovio Dirksz, garage mechanic A in Mechanical-Garage; Joseph A. Hope, Mechanical-Transportation foreman; Marciano Geerman, assistant operator in Process-Light Oils Finishing, and Ramon Vrolijk, launch helper A in Marine-Floating Equipment Division.

The awards were presented by General Superintendent F. W. Switzer who told the recipients that Lago's thirty-year emblem was an outstanding service award and was a symbol of the company's appreciation for the work they had done over the years.

Mr. Donata, said Mechanical Superintendent G. L. MacNutt, spent most of his thirty years as a painter, boilermaker, welder and machinist in the old shipyard before he transferred to the Storehouse in 1954. He started with Lago April 7, 1931, as a Marine Department laborer. In the Storehouse he advanced from salvage helper A to salvageman C in 1955. "Juan is noted for the work he gets done," Mr. MacNutt added, "and for the rapidity in which he moves around." In acknowledging Mr. MacNutt's remarks, Mr. Donata said he looked back with satisfaction on his long Lago career during which he enjoyed good treatment by his supervisors and company. He said he looked forward to many more good years.

Mr. Dirksz began his Lago career as a laboratory sample boy July 3, 1930. By 1933 he had advanced to helper. He moved to Mechanical-Yard in 1934 as a laborer second class and in the same year became a driver helper in the garage. He became a mechanic B in 1943 and a mechanic A in 1945. Mr. MacNutt said that Mr. Dirksz had been generally involved in the moving of heavy equipment, a very important task at Lago. Striking a personal note, Mr. MacNutt

### TRINTA ANJA

(Continúa di pagina 1)

a worde promoví pa launch helper A na 1949. Sr. Brown a bisa cu Sr. Vrolijk awor ta asigna na un di e lauchanan di mas grandi den haaf y ta un trahador masha agradable y facil pa sali bon cu ne. El tin nuebe yiu, di cual uno ta traha den gasoline pumphouse.

Sr. Vrolijk a bisa cu el ta mira cu orguyo ariba su trinta anja cu compania y ariba e hopi eventonan cu a tuma lugar. E otro recipientenan tambe a dirigi palabra na e grupo. Sr. Geerman a bisa cu el a aprecia altamente e honor cual a tokele na e ceremonianan y Sr. Dirksz a bisa cu el ta agradecido pa su empleo y cu el a aprecia e superiornan hunto cu kende el a traha.

Sr. Hope a bisa cu su trinta añanan tabata masha agradable. "Cu gusto lo mi a haciele di nobo," el a remarca. "Mi ta agradecido na Lago pa e oportunidad di empleo. Awe tin dos caballero aki cu a contribui mas cu nan ta realiza na e hecho cu mi t'aki awe. Nan ta Sr. Switzer y Sr. Lucas. Semper lo mi aprecia e imparcialidad, ayudo y consideracion cu nan a duna mi."

di den vloer. E chassis ta dobla na mitar, cortando bolts cu ta tene e curpa. Cabez di e chofer ta dal den e windshield. E atras di e auto ta cuminza baha, y e wielnan cu ta draai ta coba den terra.

7/10 - Henter e curpa di e auto ta worde rancá for di otro. Scharnier ta kibra. Porta ta bula habri. Den un ultimo convulsion e sienta ta bula bai adelanti, pegando e chofer contra e staa cruel di e stuur. Sanger ta corre for di su boca. Shock a para su corazon. Awor el ta morto.

Tempo cu a transcuri - siete decimo di un seconde.

said during the early Lago years Mr. Dirksz was "famous" for his flashy automobiles and guitar playing.

Next mentioned at the meeting was Mr. Hope. He has had a varied Lago career. He joined the company May 20, 1931, as a third class orderly in the hospital. He transferred to the commissary in 1934 then moved to Mechanical-Yard as a clerk in 1936. He advanced through various job levels to become a subforeman B. In August, 1946, he transferred to Transportation. He was named a foreman in 1957. During his years in transportation work, Mr. Hope helped develop the transportation pool. "It was Joe's job to make the pool work," Mr. MacNutt said. "He did a fine job. Our present efficiency in this job area can be greatly attributed to Joe."

Process Superintendent M. E. Fisk outlined the service history of Mr. Geerman. He said the LOF assistant operator commenced his Lago career Sept. 15, 1930, as an office boy in the Marine Department. In 1934 he worked in both the Accounting Department and Acid Plant then moved to Process-LOF. He became a process helper A in 1947 and a pumper in 1948. Mr. Geerman was promoted to assistant operator in 1955. Mr. Fisk said that Mr. Geerman fishes for a hobby and is a family man with three children. At Lago he works in all three LOF pumphouses, Mr. Fisk continued, where he has seen many changes and improvements take place over the years.

### Mr. Vrolijk's Career

Marine Manager J. H. Brown III talked about the thirty-year career of Mr. Vrolijk. He said that Mr. Vrolijk joined Lago May 11, 1929, as a dry dock laborer. He moved on to the power house as a laborer in 1934 then went back to the Marine Department in 1936 as a wharfinger. In 1947 he transferred to the Floating Equipment Division as a laborer B and through the years progressed to launch helper B. Mr. Vrolijk was promoted to launch helper A in 1949. Mr. Brown said that Mr. Vrolijk is now assigned to one of the largest harbor launches and is a pleasant worker and one easy to get along with. He has nine children, one son of which is employed in the gasoline pumphouse.

Mr. Vrolijk then said that he looked back with pride on his thirty years with the company and on the many events that took place. The remaining thirty-year award recipients also addressed the group. Mr. Geerman said he highly appreciated

### GARBER RETIRES

(Continued from page 1)

agement Program of the Harvard Graduate School of Business Administration. In addition to being a member of the Lago Thrift Foundation, Mr. Garber was also chairman of several committees including the Salary Committee and the administrative committees of the Lago Retirement Plan, Lago Survivor Benefit Plan, Disability Benefit Plan and Vacation Savings Plan and the Special Problems Advisory Committee. He also has served on other management-appointed committees including the Executive Development Committee.

Mr. Garber has had an important role in the development of company policy as chief financial officer and as a member of the Executive Committee. Through the years he has established close working relationships with government officials responsible for island financial matters and has become well informed on business and financial activities in Aruba.

Mr. and Mrs. Garber will retire in the United States. They have two children, a daughter Carol who is married, and a son Eric, who is attending a preparatory school in the United States.

the honor bestowed him at the ceremonies and Mr. Dirksz said he was grateful for his employment and that he appreciated the supervisors he had worked with.

Mr. Hope said his thirty years had been pleasant years. "I would do it all over again," he remarked. "I am grateful to Lago for the work opportunities. There are two gentlemen here today who contributed more than they realize to my being here today. They are Mr. Switzer and Mr. Lucas. I will always appreciate the impartiality, help and consideration they gave me."



J. F. Donata



S. Dirksz



R. Vrolijk



J. A. Hope

## Six Employees Will Become Annuityants in Near Future

Retirement plans have been announced for six employees from the Process, General Services, Medical and Mechanical Departments. Retiring in the near future will be James McWhirr, shift foreman in Process-Receiving and Shipping; Juan B. Pieter, corporal B in General Services-Stewards; Bernard Rombley, carpenter helper A in General Services - Operations Division-Crafts; Abdul Mohid, chief clerk in General Services-Administration; M. F. Anthony, junior laboratory technician in the Medical Department, and William D. Casey, Mechanical - Garage zone foreman.



J. McWhirr



J. B. Pieter



A. Mohid



M. F. Anthony



W. D. Casey

Mr. McWhirr, who has the longest service of the six with thirty years at Lago, plans to leave June 1 for subsequent retirement. He joined Lago May 27, 1931, as a fourth engineer in Process Receiving and Shipping. After a series of promotions he became a pumper helper second class in 1932, an operator first class in 1937 and a shift foreman in 1944.

Mr. Pieter joined Lago as an Esso Transportation Company fireman Jan. 1, 1933. He became a Dining Hall waiter in 1934 and subsequently transferred to the stewards group as a houseboy in 1935. He was named a corporal B in March, 1951. Mr. Pieter will retire June 1.

Mr. Rombley started with the company April 6, 1937, as a carpenter helper B in Mechanical-Carpenter. He served in Process-Utilities and on the dry dock until 1954, the year he transferred to colony maintenance work. Mr. Rombley was promoted to carpenter helper A in March, 1955. He left April 26 for subsequent retirement.

### A. Mohid Left May 3

Mr. Mohid joined Lago Aug. 18, 1937, as a process helper D in the Pressure Stills. He transferred to the Lago Police Department in October, 1937, where he advanced to junior clerk II. Mr. Mohid transferred to General Services-Administration in 1939 and was promoted to stenographer I in 1940 and training instructor in 1946. He became chief clerk in August, 1950. He left May 3 for retirement in the near future.

Mr. Anthony began his Lago employment April 21, 1945, as a laborer C in Mechanical-Plant. He advanced to laborer A in October, 1945, and that same month transferred to the Medical Department as a laboratory helper III. He became a helper A in 1946, an assistant B in 1948, and an assistant A in 1949. Mr. Anthony was promoted to junior laboratory technician in April, 1956. He will leave May 25 for retirement in the near future.

Mr. Casey came to Lago Aug. 29,

### Mei 27 Ultimo Dia Pa Manda Foto Aden

Diasabra otro siman, Mei 27, ta e fecha final pa manda transparencia di color aden pa e concurso pa calendar di Lago pa 1962. Un siman no ta mucho tempo, pero ta permiti fotografistanan un ultimo oportunidad pa manda slides di color cu ta na cas, of den lesenaar, of esunnan cu bo tabatin idea di manda, pero cu no bai ainda. Tur entrada mester worde mandá pa Public Relations Department. Tur slides lo worde tratá cuidadosamente y debilí pa nan donjonan.

### Seis Homben Ta Pensiona den Futuro Cercano

Plannan di retiro a worde anunciá pa seis empleado for di Process, General Services, Medical y Mechanical Departments. Retirando den futuro cercano lo ta James McWhirr, shift foreman den Process-Receiving & Shipping; Juan B. Pieter, corporal B den General Services-Stewards; Bernard Rombley, carpenter helper A den General Services-Operations Division-Crafts; Abdul Mohid, chief clerk den General Services-Administration; Michel Anthony, junior laboratory technician den Medical Department, y William D. Casey, Mechanical-Garage zone foreman.

Sr. McWhirr, kende tin e servicio mas largo cu tur, esta trinta anja na Lago, tin intencion pa sali Juni 1 pa retira despues. El a cuminsa traha na Lago Mei 27, 1931, como di cuatro ingeniero den Process-Receiving & Shipping. Despues di un serie di promocion el a bira pumper helper second class na 1932, operator first class na 1937 y shift foreman na 1944.

Sr. Pieter a cuminsa traha na Lago como fireman di Esso Transportation Company, Jan. 1, 1933. El a bira waiter di Dining Hall na 1934 y despues el a transferi pa e grupo di stewards como houseboy na 1935. El a worde nombrá corporal B na Maart 1951. Sr. Pieter lo retira Juni 1.

Sr. Rombley a cuminsa cu compania April 6, 1937, como carpenter helper B na Mechanical-Carpenter. El a traha den Process-Utilities y na dry dock te 1954, e anja cu el a transferi pa trabao di mantencion den colonia. Sr. Rombley a worde promoví pa carpenter helper A na Maart 1955. El a sali April 26 pa retira subsecuentemente.

Sr. Mohid a cuminsa traha na Lago Aug. 18, 1937, como process helper D den Pressure Stills. El a transferi pa Lago Police Department na October 1937, unda el a avanza pa junior clerk II. Sr. Mohid a transferi pa General Services-Administration na 1939 y a worde promoví pa stenographer I na 1940 y training instructor na 1946. El a bira chief clerk na Augustus 1950. El a sali Mei 3 pa retira den futuro cercano.

### Reglanan Nobo di PagopaEmpleado Cu No Ta Punch

Cumizando Mei 24 un procedimnto nobo di pago lo worde introduci pa empleadonan regular cu no ta punch time-card. E empleadonan regular aki cu ta traha den dia ariba dia di pago y cu ta worde pagá despues di 4 'or, of 12 'or di merdia ora dia di pago ta cai ariba Diasabra, lo no tin mester di firma recibo di pago mas. En vez di e carchinan pa recibo di pago, e empleadonan aki lo recibí un time-card firmá pa nan foreman ariba dia di pago cual nan ta duna e pagador como recibo di nan pago. E medida aki a worde pidi door di Special Problems Advisory Committee den e esperanza di reduci e cantidad di tempo cu empleadonan regular ta para den linja ariba dianan di pago.

Tur empleadonan regular cu no ta punch carchi y cu ta traha otro warda sino den dia ariba dianan di pago, y esnan cu vacation, malo na cas of pa otro motibo ausente for di trabao, lo sigui firma carchi pa recibo di pago ora nan worde pagá.

### PAYDAYS

Semi-Monthly Payroll  
May 16-31 Thursday, June 1  
Monthly Payroll  
May 1-31 Friday, June 9

## C. B. Garber, Comptroller Di Lago, Ta Bai Retira

Un carera den ramo di contabilidad extendiendo over di casi cuarenta anja lo termina Mei 25 pa Charles B. Garber, Comptroller di Lago, ora esaki laga Aruba pa retira den futuro cercano. Sr. Garber, kende a cuminsa traha na Lago Feb. 1, 1930, despues di siete anja cu Standard Oil Company (Indiana), ta a la vez secretario y tesorero di e compania y ta miembro di Comité Ehecutivo.

Sr. Garber su carera cu ramo di contabilidad a worde precedi pa ursonan comercial na Bryant, Stratton Business School na Chicago, Illinois, y na Walton School of Commerce y Midwestern School of Commerce di Northwestern University. El a recibí su educacion elementario y di high school na su ciudad residencial di Strasburg, Ohio.

Despues di laga Bryant School na 1922, el a cuminsa traha cu Palmolive Peet Company como junior clerk. E siguiente anja el a tuma un posicion cu Standard Oil Company (Indiana) unda el a traha como junior accountant. Tabata durante su anjanan cu e compania aki cu el a sigui su educacion comercial den parti di anocho.

El a bini Lago, e tempo Pan American Petroleum Corporation, como chief bookkeeper y a worde promoví pa assistant office manager den Accounting Department Oct. 1, 1933. Sr. Garber a worde nombrá chief accountant Jan. 11, 1945, y a bira comptroller di compania Aug. 16, 1955.

Mientras cu el tabata na Lago el a participa den varios programa di entrenamiento pa personal supervisorio y di metodonan di directiva, y na 1951 el a atende Advanced Management Program di Harvard Graduate School of Business Administration. Ademas di ta un miembro di Lago Thrift Foundation, Sr. Garber tabata tambe presidente di varios comité incluyendo Salary Committee y comiténan administrativo di Lago Retirement Plan, Lago Survivor Benefit Plan, Disability Benefit Plan y Vacation Savings Plan y Special Problems Advisory Committee. El a yega di ta miembro tambe di varios otro comité nombrá door di directiva, incluyendo Executive Development Committee.

Sr. Garber a desempeña un papel importante den desaroyo di política di

Sr. Anthony a cuminsa su empleo cu Lago April 21, 1945, como laborer C den Mechanical-Plant. El a avanza pa laborer A na October, y e mes luna a transferi pa Medical Department como laboratory helper III. El a bira helper A na 1946, un assistant B na 1948, y un assistant A na 1949. Sr. Anthony a worde promoví pa junior laboratory technician na April 1956. El lo sali Mei 25 pa retira den futuro cercano.

Sr. Casey a bini Lago Aug. 29, 1948, como subforeman di garage. El a worde nombrá foreman di garage Aug. 1, 1950, y a worde promoví pa zone foreman April 1, 1951. Sr. Casey a laga Aruba April 27 y lo retira den futuro cercano.

compania como supremo oficial financiero y como miembro di e Comité Ehecutivo. Durante anjanan el a establece relacionnan intimo cu el mundo cu oficialnan di gobierno cu responsabilidad pa asuntonan financiero di e isla y a bira bon informá tocante actividadnan comercial y financiero di Aruba.

### Cave Bats Have Mile-Long Name; Big Leaflike Nose

Quadrikiri Cave bats may be interested to know that scientifically they are called Mormoops Megalophylla Intermedia. This information was forwarded to the Aruba Esso News by Dr. P. Wagenaar Hummelinck of Utrecht's Zoological Laboratory. He received three bats caught recently by Seroc Colorado Sea Explorer Scouts as a scientific good deed.

According to Dr. Hummelinck, two of the specimens were boy bats and one was a girl. Such identification is a feat surely limited to zoologists and, of course, other bats.

The Quadrikiri Cave bat's scientific name is even more descriptive than that of his finny namesake, the batfish.

"It's all Greek to me," replied one of the shy nocturnal creatures when he found out he should be addressing his fellow bats as Mr. or Mrs. Mormoops Megalophylla Intermedia. This interview — a batty experience — became increasingly difficult inasmuch as the reporter was standing right-side-up and the bat, naturally, was hanging upside down. In addition, the bat could "see" in the pitch-black cave (his advantage) and the interviewer couldn't (his disadvantage).

The bat, about to go on night shift, received with agitation the news that his Greek name meant he was a member of a large family of large leaf-nosed bats that range from the southern United States to Paraguay and could be distinguished from old world horseshoe bats by their well-developed tragus — large prominence in front of the ear opening.

"You've got bats in your belfry," the bat retorted. "I've never been farther than Fontein let alone the southern U.S. or Paraguay — and besides, I don't think my nose is so large!"

Then he made a vampire-like grimace (he is among the species of so-called false vampire bats), turned on his radar and took off like the bird he isn't. No wonder. With a name like Mormoops Megalophylla Intermedia, what can you expect.

### Junior Achievement Topico Di Ora di Lago Mei 28

E introduccion di Junior Achievement entre actividadnan na favor di hubentud di Aruba lo ta tópico di Ora di Lago Mei 28 y 31. Organizacionnan di Junior Achievement na San Nicolas y Oranjestad pronto lo ta funcionando. Nan desaroyo, procedimnto y proposito lo worde discuti over di Ora di Lago door di T. F. Hagerly, executive assistant na Lago y presidente di Junior Achievement Advisory Board, y Frere Edgar, di St. Antonius School na Sabaneta, y un miembro di e bestuur di Junior Achievement.

E programa di Lago Mei 21 y 24 lo describi un accidente di auto.

E Ora di Lago ta worde transmiti over di Radio Kelkboom Diah Domingo anochi ariba 1435 kilocyclo, 209 metro, y over di Voz di Aruba Diarazon anochi, 655 kilocyclo, 457 metro.



Garage Employees gathered shortly before W. D. Casey, Garage zone foreman, left for retirement so they could bid him farewell and present him with mementos of their friendships. Mr. Casey received a pen and pencil set, cigarette lighter and billfold from his associates.

Empleadonan di Garage a bini hunto poco promer cu W. D. Casey, zone foreman di Garage, a sali cu pension asina cu nan por a tuma despedida y presente'le algun recuerdo di amistad. Sr. Casey a recibí un set di pen y potlood, lighter di cigaría y cartera.

### Junior Achievement Will Be Lago Hour Subject May 28

The entry of Junior Achievement into the scope of Aruba youth will be the subject of the Lago Hour May 28 and 31. Junior Achievement organizations in San Nicolas and Oranjestad will soon be in business. Their development, procedures and goals will be discussed over the Lago Hour by T. F. Hagerly, Lago executive assistant and chairman of the Junior Achievement Advisory Board, and Frere Edgar, of St. Antonius School of Savaneta, and a member of the Junior Achievement Board.

The May 21 and 24 Lago Hour programs will describe an automobile accident.

The Lago Hour is broadcast over Radio Kelkboom Sunday evenings, 1435 kilocycles, 209 meters, and over Voz di Aruba Wednesday evenings, 655 kilocycles, 457 meters.

# 21st OI



For the second year in a row, Herman Hope walked home from Olympiad competition with an armful of trophies including the "Most Outstanding Athlete" award. The youth, who again represented the Aruba YMCA, thrilled thousands of spectators at the Lag Sport Park's Twenty-First Olympiad when he won several track and field first-place trophies. The annual event held at the park April 29 in honor of the Queen's birthday, has been a field day for sports fans for more than two decades.

Thousands upon thousands of sports enthusiasts jammed the grandstand and lined the entire field. They were rewarded with outstanding performances by athlete Hope and record-breakers P. A. Coffy, C. Coffy and Ronald Casidy. The latter three dominated most of the cycle events.

Herman Hope amassed a total of thirty-eight points with his seven wins and one second place effort. He topped all competitors in the pole vault, shot put, 220 yard and 440-yard dashes, discus throw, javelin throw and running broad jump and placed second in the 100 yard dash. He beat the former 440-yard dash record of 54.0 seconds with a 53.8-second run. Wearing the YMCA colors last year, he broke three records — shot put, pole vault and discus throw — and also won the high jump and running broad jump.

Ronald Casidy, a Trinidad cyclist, and P. A. Coffy dominated the class A cycle races. Although the Olympiad was the first major cycle competition for the Trinidad youth, Casidy won both the one-mile and three-mile cycle races and broke the existing records. P. A. Coffy broke the one-half mile cycle race record and placed second in the one-mile event. He was pushing Casidy hard during the final lap of the three-mile race when a bone-jarring spill with P. Sweetnam, pressing third, pushed him out of the race. Neither was seriously injured. The class B one-mile cycle record was broken by C. Coffy.



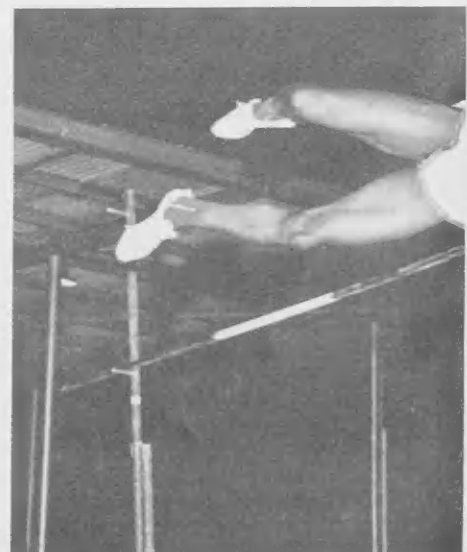
COMPETITION WAS keen in this year's Olympiad. Action, clockwise, shows C. P. Oppe clearing the bar; a close finish in a 100-yard dash heat; E. Conception receiving the dash trophy from E. Byington; H. Hope being edged out in the 100-yard dash by E. Conception; and J. Werleman winning the mile run. Charles Morales, left, was mc COMPETICION TABATA fuerte den Olympiada di e anja aki. E fotonan ta munstra, den secuencia di oloshi, C. P. Oppe pasando e bara; e final excitante di un dash di 100-yarda; E. Conception recibiendo e trofeo di dash for di E. Byington; H. Hope kende ta worde gana door di dash di 100 yarda door di E. Conception; y J. Werleman ganando e careda di un milla. Charles Morales, robez, tabata maestro di ceremonia.



THE BOY Scout band led the pre-Olympiad review of eighty-two competing athletes. E BANDA di padvinders tabata na cabez di parada di atleta cu competi den e Olympiad.



A REAL crowd-thriller was the three-mile class A cycle race. Coffy and Sweetnam closed in on Casidy, top photo, in the last lap and — wham! Casidy was alone. Coffy and Sweetnam were down and out of the race with superficial injuries. Posed with his starting gun is Rex Thame.



SHOWN COMPETING in five of seven "Most Outstanding Athlete" award. From jumping, putting, the shot, pole vaulting award from F. C. Donovan, superintendent and poses with: MUNSTRA COMPETIENDO den cinco kende a gana e premio di atleta sobres dash, salto leuw, tiramiento di bola, pol di F. C. Donovan, superintendent of Se ta posa cu un

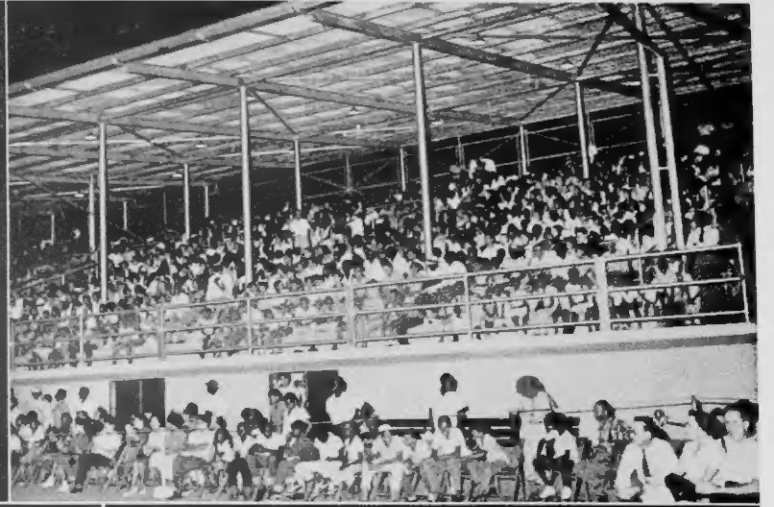
# Olympiad

Pa di segundo anja consecutivo Herman Hope a sali for di e competicion di Olympiada cu un braza yen di trofeo incluyendo e premio pa e "Atleta Sobresaliente" E hoben, kende atrobe a representa YMCA di Aruba, a emocionacion miles de mirones na e di 21 Olympiada Anual di Lago Sport Park ganando siete trofeo pa promer lugar len concursionan atletico. E evento anual, celebrá na Lago Sport Park April 29 anochi en celebracion di aniversario di La Reina ya ta un ocurrencia special pa aficionadonan di deporte durante mas cu binti anja.

Miles y miles di aficionadonan di deporte a congrega ariba tribuna y na canto di linjanan rond di e terreno. Nan por a presencia prestacionnan sobresaliente door di atleta Hope y kibradornan di record P. A. Coffy, C. Coffy y Ronald Casidy. E ultimo tresnan aki a domina casi tur e eventonan di ciclismo.

Herman Hope a acumula un total di treinta y siete punto cu su siete victoria y un segundo lugar. El a gana tur competidor den salto di polstok, tiramento di bola, dash di 220 y di 440 yarda, tiramento di disco, tiramento di speer y salto leuw na careda y a sali na segundo lugar len e dash di 100 yarda. El a bati e anterior record di dash pa 440 yarda cual tabata pará ariba 54.0 seconde ora el a anota 53.8 seconde. Bisti cu e colornan di YMCA anja pasá, el a kibra tres record — tiramento di bola, polstok y tiramento di disco — y tambe a gana e salto y e salto leuw na careda.

Ronald Casidy, un cyclistista di Trinidad, y P. A. Coffy a domina e caredanan di bicicleta den Clase A. Maske e Olympiada tabata di promer competicion grandi pa e hoben di Trinidad, Casidy a gana tanto e careda di un milla y di tres milla y a kibra recordnan cu tabata existi. P. A. Coffy a kibra e record di mitar milla y a sali segundo den esun di un milla. El tabata ofrece Casidy batalla fuerte den e parti final di e careda di tres milla ora un dalmento fuerte cu Sweetnam, na di tres lugar, a ponele for di e careda. Ningun di dos a haya golpe serio.



KEEPING THE records straight, upper left, are the timers and chief judge. Thousands of spectators jammed the grandstand for the popular sports event and there was the usual lost child. Presenting trophies, above, are Mrs. F. C. Donovan, left, and Vice President W. A. Murray, upper right.



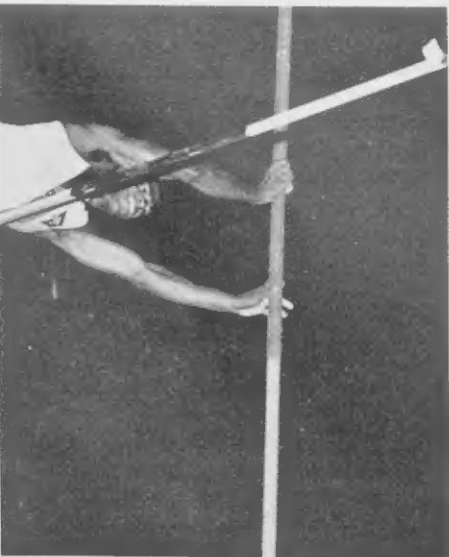
HIBANDO E anotacionnan correcto, ariba robbez, ta e tenedornan di tempo y e juez mayor. Miles di mirones a congrega ariba tribuna pa mira e popular evento deportivo y manera semper tabatin e mucha perdí. Presentando trofeo, ariba, ta Sra. F. C. Donovan, robbez, y Vice Presidente W. A. Murray, banda drechi.



UN BERDADERO evento excitante tabata e puestamento di bicicleta over di 3 milla den clase A. Coffy y Sweetnam a cerra ariba Casidy, foto ariba, den e parti final y — wham! Casidy tabata sol! Coffy y Sweetnam tabata na suelo y for di competencia. Pará cu su pistool di senjal ta Rex Thame.



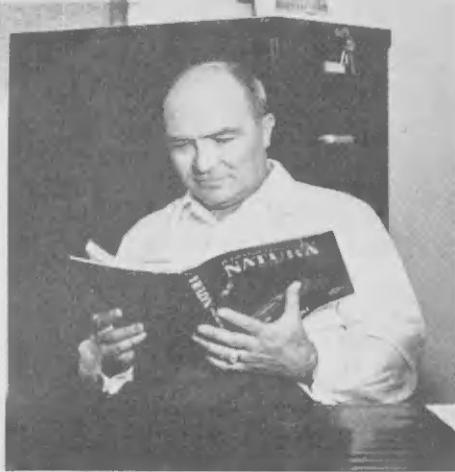
MARTIAL AIRS were presented by the Lago Community Band conducted by Jan Koulman. MARCHANAN A worde toca door di Lago Community Band conduci pa Jan Koulman.



As he won is Herman Hope who won the dash, broad jumping the javelin. He accepts his top trophy from the Service and Staff Departments, right, full of trophies.

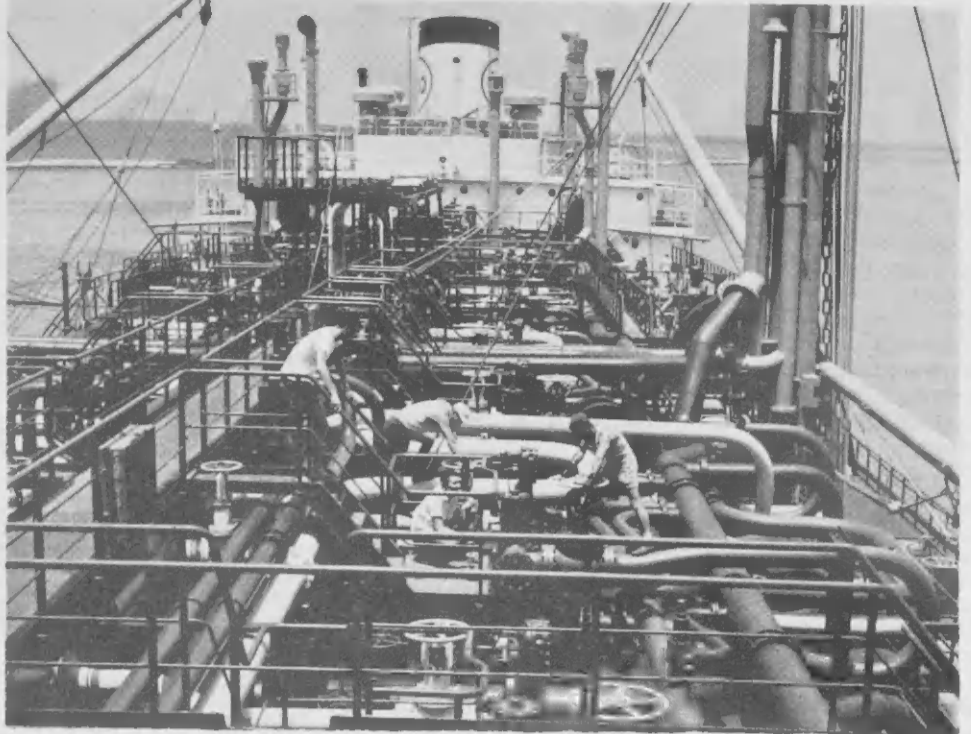
Evento cu el a gana ta Herman Hope. Di robbez pa drechi el ta ganando un speer. El ta acepta e premio mayor for di Service and Staff Departments, banda drechi, y ven di trofeo.





SCIENCES AND the arts are avid interests of Capt. V. Pietra, master of the Esso Puerto Rico. CIENCIA Y arte ta interes vívido di Capt. V. Pietra, capitan di Esso Puerto Rico.

THE LPG (liquified petroleum gas) carrier brought crude oil from Maracaibo on a recent visit. E CARGADOR di LPG (liquified petroleum gas) a trece azeta crudo for di Maracaibo ariba su ultimo bishita.



LOOKING AFT on the specialized craft, the visitor is confronted with a maze of pipe work and valve stations. The layout, however, is systematic and a good tankerman soon learns his way around. MIRANDO ATRAS ariba e barco specializá, e bishitante ta worde confrontá cu un mondi di tubería y valve.

## Esso LPG Carrier Has Maze of Piping, Valves

When observed from a distance the Esso Puerto Rico has the configuration of most medium-size tankers. Upon closer inspection it is unlike anything most mariners have ever seen.

The 32,800 deadweight-ton vessel is an LPG (liquified petroleum gas) carrier that has frequently called at San Nicolas Harbor. The most striking view of this strange ship is obtained from the vicinity of the bridge. Confronting the viewer is a maze of piping and pressure tank valves that seems to defy system and order. But the layout is systematic and a good tankerman soon learns his way around. Still, the visitor is aware that a well-trained crew is needed to handle cargo on such a carrier as the Esso Puerto Rico even though the actual operations in loading and unloading bulk cargo are similar to that of a conventional tanker.

On one Lago visit the Esso Puerto Rico brought crude in from the lake. She then was to pick up liquified petroleum gas products at La Salina and proceed to Brazil. The vessel was performing its role as a combination LPG carrier and bulk cargo tanker. Her balance cargo design is considered a competitive advantage.

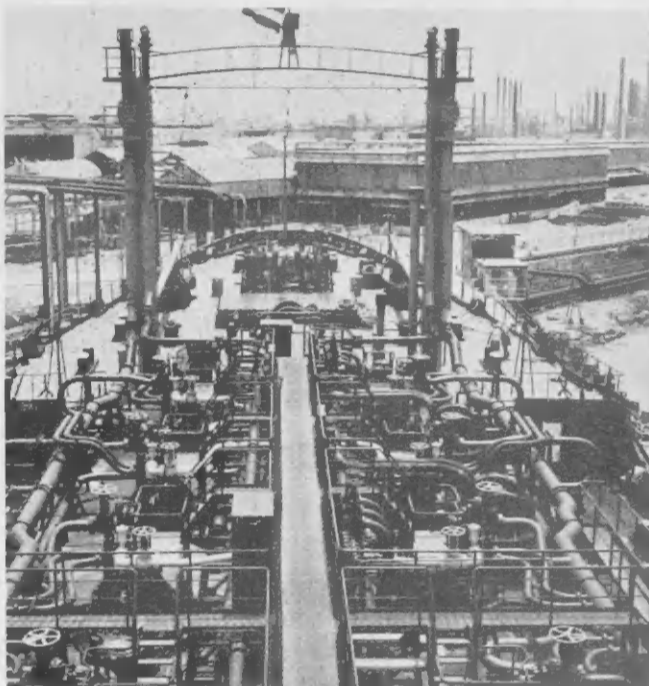
The ship was contracted originally for a 35,500 deadweight-ton conventional tanker, but before the keel was laid at Monfalcone, Italy, the Esso Puerto Rico was modified to an LPG carrier. When completed in 1959, the vessel was equipped with fifty-eight pressure tanks with a total capacity of 80,423 barrels of LPG products such as butane, butane/propane mixtures, butadiene and also various types of balance cargo.

The four vertical pressure vessels installed in each of the ship's center tanks are fifty-six feet, six inches long and have a diameter of sixteen feet, ten inches. Fitted in the upper wing tanks are horizontal tanks about thirty-five feet long with varying diameters. These horizontal tanks permit the carrying of bulk oil in wing tanks below the flat on which they are installed. Balance oil cargo is carried in the center tanks surrounding the LPG tanks.

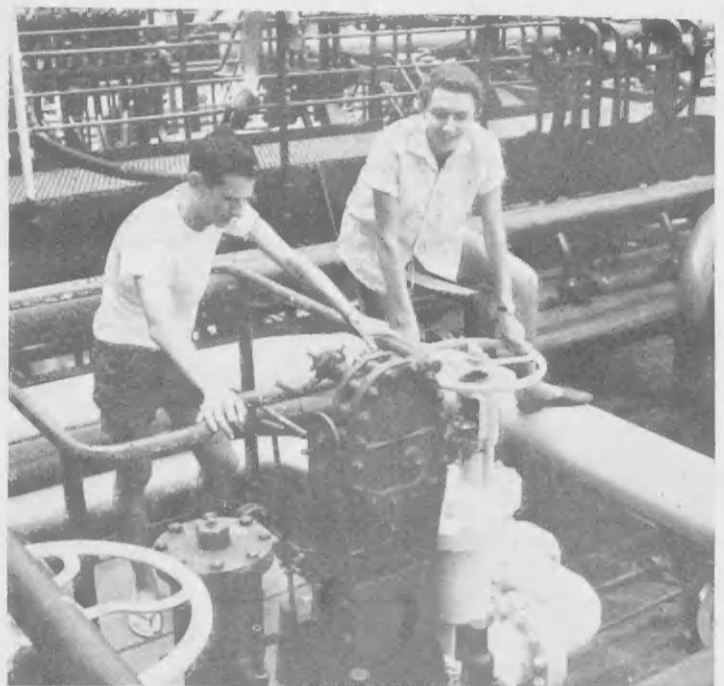
### Pressure Tanks

Fabricated in the United States, the pressure tanks were transported to Italy as deck cargo on the Esso Rochester. In all, six trips were required. The economic advantage of this transportation mode was that on each trip the Esso Rochester carried cargoes (on more than one occasion picked up at Lago) to northern Europe then proceeded to Monfalcone to discharge the pressure tank cargo.

Standard Oil Company (N.J.) put several LPG carriers into service in the late forties. Several years later, because of changes in marketing operations, this equipment was removed. It was not until 1959, when the Esso Puerto Rico was put into service, that Jersey Standard reentered the field of transporting liquified petroleum gas.



THE FORWARD deck is as complicated as the aft section. Two officers, right, check an LPG valve station.



E DEK adilanti di e brug ta mes complicá cu e parti patras. Dos oficial ta check un stacion di valve.

## Bapor Esso Ta un Cargador Di LPG Cubri cu Tuberia

Ora e worde observá for di un distancia Esso Puerto Rico tin e configuracion di moster ta diferente for di tur loke marineronan le mas acerca, sin embargo, e ta diferente for di tur loke marineronan a yega di mira. E bapor di 32,800 ton peso morto ta un cargador di LPG (liquified petroleum gas) cu e yega di bishita haaf di San Nicolas cu frecuencia. E vista mas remarcable di e bapor stranjo aki ta worde obtení for di vecindad di e brug. Confrontando e mirador ta un mondi di tubería y valve aparentemente sin ningun sistema of orden. Pero e diseño ta sistematico y un bon trahador ariba caminero pronto ta sinja conoce su camina. Toch, e bishitante por comprende cu tin mester di un tripulacion bon entrená pa trata cu carga ariba un bapor manera Esso Puerto Rico maske e operacionnan den cargamento y bahamento di carga na bulto ta mescos cu den caso di un tanquero convencional.

Ariba un bishita na Lago Esso Puerto Rico a trece crudo for di lago di Maracaibo. Despues e tabata pa tuma productonan di LPG na La Salina y sigui pa Brazil. E bapor tabata haciendo su trabao como un combinacion di cargador di LPG y tanquero di carga en bulto. E capacidad aki ta dune'e un ventaha.

E bapor a worde contratá originalmente pa un tanquero convencional di 35,500 tonelada di peso morto, pero promer cu e kiel a worde poni na Monfalcone, Italia, Esso Puerto Rico a worde modificá pa un cargador di LPG. Ora el a worde completá na 1959, e bapor a worde equipá cu cincuenta y ocho tanki di presion cu un total capacidad di 80,423 barril di productonan di LPG manera butane, y mezcla di butane/propane, butadiene y tambe varios sorto di carga di balance.

E cuatro vasija vertical di presión instalá den cada un di e tankinan central di e bapor ta cincuenta y seis pia, seis duim largo y tin un diametro di diez-seis pia, diez duim. Den e tankinan den e hala ariba tin tankinan horizontal mas of menos trinta y cinco pia largo cu diametro di varios tamanjo. E tankinan horizontal aki ta permiti cargamento di azeta en bulto den e tankinan di hala bao di e flat ariba cual nan ta instalá. Carga di azeta di balance ta worde hibá den e tankinan di centro rond di e tankinan di LPG.

Fabricá na Estados Unidos, e tankinan di presion a worde transportá pa Italia como carga di dek abordo di Esso Rochester. Na tur, tabatin mester di haci seis viaje. E ventaha economico di e transportacion aki tabata cu ariba cada viaje Esso Rochester tabata hiba carga pa parti norte di Europa y despues sigui pa Monfalcone pa descarga e carga di e tanki di presion.

Standard Oil Company (N.J.) a pone varios cargador di LPG na servicio durante ultimo parti di añanan cuarenta. Varios anja despues, pa motibo di cambianan den operacionnan di mercado, esakinan a worde sacá atrobe for di servicio. No tabata sino te 1959, cu Esso Puerto Rico a worde poni na servicio, ora Jersey Standard a bolbe drenta tereno di transportacion di LPG.

## Researchers List Versatile LPG's Variety of Uses

A variety of interesting and unique uses for liquefied petroleum gases has been compiled by Esso Research and Engineering Company. Such diverse application as fueling the symbolic torch at last year's winter Olympics in California, shrinking steel locomotive tires and heating artificial fireplace logs are among the findings reported.

Liquefied petroleum gases are made from light hydrocarbons produced during oil field and refinery operations. The light ends are processed to recover gas, natural gasoline and liquefied petroleum gas products.

Most commercially-available LPG is propane, butane, or a combination of the two. It is stored and distributed as a liquid, then vaporized at the point of use and burned as a gas fuel in ordinary gas burners.

### Uses Not Seasonal

The uses for LPG are not a bit seasonal. It will fire furnaces in the winter or air conditioners in the summer, serves both as a flame cultivator for lawns — killing crab grass and weeds and as a fuel for radiant heat snow melters. It can also heat swimming pool water in June and drinking water troughs for cattle in January.

Of the nearly 100 applications listed in the report, the majority are industrial and commercial uses. LPG plays a part in glass making, food processing and in the textile and ceramics industries. It illuminates the signs that advertise the products of these and many other industries.

## Variedad di Uso Menciona pa Gas Di Forma Liquido

Un variedad di usonan interesante y único pa gasnan di petroleo den forma liquido a worde compilá door di Esso Research and Engineering Company. Tal aplicacionnan variá manera pa e antorcha simbólico na e Olympiada di invierno anja pasá na California, krimpmento di tire pa locomotief y keintamento di palo artificial pa fogon ta entre e usonan cu a worde reportá.

Gasnan di petroleo den forma liquido ta trahá di hidrocarburo liher producí durante operacionnan di refinaria y campo petrolero. E partinan liher ta worde procesá pa recobra gas, gasoline natural y productonan di gas di petroleo den forma liquido.

E mayoria sorto di LPG cu ta comercialmente disponible ta propane, butane, of un combinacion di nan dos. E ta worde wardá y distribuí como un liquido, despues vaporizá na e punto di uso y kimá como un combustible di gas den stoof ordinario di gas.

E usonan pa LPG no ta segun temporada. E ta cende cualkier forno den invierno of cualkier airecondicionador den verano, e ta sirbi mes bon pa mata bestia chikito den yerba como un combustible pa dirti sneeuw. Tambe e por calenta awa di piscina na Juni y bakinan pa bestia bebe awa na Januari.

Di e casi 100 aplicacionnan mencioná den e rapport, mayoria ta usonan industrial y comercial. LPG ta hunga un papel importante den trahamento di glas, den industrianan di alimento y di panja y ceramico.

## Aruban Youth Featured In Vermont Newspaper

Much has been said and much more will be said about Aruba and its residents. Newspapers and magazine reports filter back to Aruba, but rare is it that the public reads these accounts as they were originally reported. Recently, a story about Aruba and one of its young men appeared in the Burlington Free Press, a daily newspaper published in Burlington, Vermont. Entitled "He's Warming To Vermont Climate," the story is the product of an interview by a Free Press reporter of Aruba's Rosindo A. Geerman, a Lago Scholarship student at the University of Vermont. So that others in Aruba may read Rosindo's comments, the complete story as it appeared in the Feb. 7 issue of the Free Press follows.

"One 'adopted' Vermonter doesn't mind the cold weather we've been having.

And he's from Aruba.

For those who might not know, that's a small island about 18 miles off Venezuela. It's in the Caribbean Sea 12 degrees above the equator.

Rosindo A. Geerman is a junior at the University of Vermont. He came north to attend Peacham Academy and decided on Vermont while there. Geerman learned about the cold weather in Peacham.

"It was much colder at Peacham," he said. "I had some trouble getting accustomed to it the first year. January and February are our 'cold' months in Aruba also."

But Aruba's average temperature is a warm 82.

"We have one of the finest climates in the Caribbean," Geerman said. He said the average rainfall is only about 10.7 inches.

Burlington's average rainfall is 32.2 inches, the average temperature 44 degrees.

### Equal Partners

The island is part of the self-governing group known as the Netherlands Antilles. They are equal partners in the Netherlands Kingdom (Holland).

"Most people there are Dutch and Spanish," Geerman said. "We have our own dialect of mixed Spanish and Portuguese." Dutch is the national tongue, and is spoken in the schools. There is an English-speaking school for American children, he said.

Geerman attended high school in Aruba. Since the island boasts one of the world's largest oil refineries, education is oriented towards work in that field.

Geerman went to high school in the morning during his senior year and served his apprenticeship in the refinery's power plant in the afternoons.

His father is a retired refinery worker, and Geerman received a scholarship through the Standard Oil Co. of New Jersey which operates the refinery. He's studying economics at Vermont, and plans to return to work for the oil company when he graduates.

Next to the oil refinery, the tourist trade is the island's biggest business. "Aruba is just now becoming a tourist center," Geerman said.

### Tourist Hotels

"New hotels are being built to accommodate tourists. Airlines have daily flights from New York to the island."

One attraction is Aruba's capital city, Oranjestad. It is a free port, where imports from all over the world sell duty free for about half their United States price. ("Duty" is a kind of import tax).

Geerman has yet to see a Vermont summer. "I always plan to stay here, but when June comes, I write to my mother that I'll be home," he said.

This summer he really plans to stay in Vermont, he said.

"I tried your winter sport of skiing only once," he said laughing. "At Peacham Academy I got on them but I didn't have much success."

"That's the only part of your winter weather I don't think I care for," he said.



Rosindo Geerman

## Hoben Arubano Den Corant na Vermont, U.S.A.

Hopi a worde bisá y hopi mas lo worde bisá tocante Aruba y su residentenan. Noticianan di corant y revistanan ta alcanza Aruba, pero rara vez e publico ta leza e relato nan aki manera nan a worde reportá originalmente. Recientemente un historia tocante Aruba y un di su hobennan a aparece den Burlington Free Press, un diario publicá na Burlington, Vermont.

Titulá "El ta Acostumbrando cu Clima di Vermont", e historia ta producto di un entrevista door di un corespondiente di Free Press cu Rosindo A. Geerman, di Aruba, un estudiante di Lago Scholarship Foundation na Universidad di Vermont. Asina cu otronan na Aruba por leza comentario di Rosindo, e historia completo manera el a aparece den e edicion di Feb. 7 di Free Press ta sigui.

"Un Vermonter 'adoptá' no ta preocupá cu e tempo frio cu nos tin. Y el ta di Aruba."

Pa esnan cu no sabi, esey ta un isla chikito mas of menos 18 milla dilanti Venezuela. E ta keda den Lamar Caribe 12 grado ariba ecuador.

### Geerman Ta un Junior

Rosindo A. Geerman ta un junior na Universidad di Vermont. El a bini nord pa atende Peacham Academy y a decidi ariba Vermont mientras aya. Geerman tabata sabi di e tempo frio di Peacham.

"Tabata mucho mas frio na Peacham," el a bisa. "Mi tabatin algun dificultad pa acostumbra e promer anja. Januari y Februari ta lunaan frio na Aruba tambe."

Pero e temperatura promedio di Aruba ta 82.

"Nos tin un di e climanan mas dushi den Caribe," Geerman a bisa. E la bisa cu e yobida promedio ta solamente un 10.7 duim.

E yobida promedio na Burlington ta 32.2 duim, e temperatura promedio 44 grado.

E isla ta parti di un grupo autonomo conoci como Antillas Neerlandes. Nan ta partenar igual den Reino Holandes.

"Mayoria hende aya ta Holandes y Spanjé," Geerman a bisa. "Nos tin nos mes dialecto di Spanjé y Portugues bruhá." Holandes ta e idioma oficial, y ta worde papiá na schoolnan. Tin un school Ingles pa yuunan Americano, el a bisa.

Geerman a bai MULU school na Aruba. Como e isla tin un di e refinieranan mas grandi na mundo, educacion ta orientá ariba trabao den e ramo aki.

Geerman a bai school durante

## Raton di Anochi Tin Nombro Largo Y Nanishi Grandi

Ratnan di anochi den cueba di Quadirikiri podiser lo ta interesá pa sabi cu nan nombro científico ta Mormoops megalophylla intermedia. Esaki ta informacion cu a worde mandá pa Aruba ESO News door di Dr. P. Wagenaar Hummelinck di Laboratorio Zoologico di Utrecht. El a recibí tres raton di anochi cu a worde capturá recientemente door di padvindernan di lamar di Serioe Colorado como un bon obra científico.

Segun Dr. Hummelinck, dos di e ratonnan di anochi tabata macho y un tabata hembra. Un tal identificacion ta algo cu ta solamente zoologista por haci, y, naturalmente, otro di anochi.

E number científico di e ratonnan di anochi di cueba di Quadirikiri ainda ta mas descriptivo cu esun di e piscá raton di anochi.

"E ta zona manera Griego den mi horea," un di e creaturanan shimaron di anochi a contesta ora el a descubri cu el mester yama su compañeronan Sr. of Sra. Mormoops megalophylla intermedia. E entrevista aki ainda a bira mas difícil como e reporter tabata pará ariba su pia mientras e raton di anochi tabata colgá lomba abao. Ademas, e raton di anochi por mira den su cueba obscuro (su ventaha) y e entrevistador no tabata por (su desventaha).

E raton di anochi, cual tabata na punto di subi warda di mei anochi, a recibí cu mala gana e noticia cu su nombro na Griego tabata nifica cu el ta un miembro di e familia grandi di raton di anochi nanishi grandi cu ta worde hayá for di parti sur di Estados Unidos te Paragway y cu por worde distingui for di otro clase di raton di anochi door di nan tragus bon desaroyá — un prominencia grandi dilanti e apertura di horea.

"Bo cabez no ta bon," e raton di anochi a contesta. "Nunca mi tabata mas leuw cu Fontein, corda te den parti sur di Estados Unidos of Paragway — y ademas, mi no ta kere cu mi nanishi ta grandi!"

Pues, el a hari manera un vampiro (el ta pertenece na e sorto cu nan ta yama vampiro falso), switch su radar y laga cai mescos cu un parja, loke el no ta. No ta extraño tampoco, cu un nombro manera Mormoops megalophylla intermedia, bo no por spera otro.

Oranan di mainta durante su ultimo anja di school y den tramerdia tabata sinja den plantanan di e refinieria.

Su tata ta un trahador di refinieria pensioná, y Geerman a recibí un beca pa medio di Standard Oil Co. di New Jersey cu ta opera e refinieria. El ta studia economia na Vermont, y tin intencion pa bolbe pa traha pa e compania di azeta ora el gradua.

Ademas di e refinieria di azeta, trafico di turismo ta e negoshi mas grandi di e isla. "Net awor aki Aruba ta birando un centro di turista, Geerman a bisa.

"Hotel nobo ta worde traha pa acomoda turista. Linjanan aerea tin vuelo diario for di New York pa e isla."

Un atraccion ta e capital di Aruba, Oranjestad. E ta un puerto liber, unda articulonnan importá for di tur parti di mundo ta worde bendí liber di derecho pa mas of menos mitar di nan prijs na Estados Unidos. ("Derecho" ta un sorto di belasting di importacion.)

Ainda Geerman mester mira un verano di Vermont. "Semper mi ta planea pa keda aki, pero ora Juni yega, mi ta scirbi mi mama cu mi ta bini cas," el a bisa.

E verano aki di berdad el tin intencion di keda Vermont, el a bisa. "Mi a purba e deporte di ski solamente un vez," el a bisa na harimento. "Na Peacham Academy mi a bisti nan, pero mi no tabatin mucho éxito."

"Esey ta e unico parti di e tempo di winter cu mi ta kere no ta atrae mi," el a bisa."

### Inventory Will Close Commissary May 31

Lago Commissary will be closed all day Wednesday, May 31, for inventory.

### Inventario Ta Cerra Comisario Mei 31

Lago Commissary lo ta cerra henter diarazon, Mei 31, pa tumamento di inventario.

## Biologista Marino Tocante e Piscá Raton di Anochi

E piscá raton di anochi nunca por gana un concurso di belleza, pero seguramente el a causa gran interes. Despues cu Aruba ESO News a introduci e creatura ferozo aki (sin sabi kiko e ta), siete lectores bon informá a grita casi pareuw, "Ta un piscá raton di anochi!" Nan tabata 100 por ciento correcto. Tabata un piscá raton di anochi y nos a kere cu nos a tende e ultimo palabra tocante e asunto.

No tabata asina. Un carta scirbí na ESO News door di Dr. Ingvar Kristensen, director di e Stacion di Biologia Marino na Curaçao ta tira un luz final, completo, ariba nos topico, cu ta e piscá aki.

Dr. Kristensen a bisa, "E animal aki ta casi blo cabez, loke tin hopi di haci cu su moda di biba. E piscanan aki no ta landa tras di nan victima, pero ta keda drumí keto den awa mientras e camaron ta bini. E ora nan ta cuminza acerca, masha poco poco, usando nan fin como pia. Ora nan yega directamente dilanti nan presa, nan ta habri nan boca, causando un enorme bocada di awa bai aden, chupando asina e pover camaron aden."

E cientista di bida marino a conta tambe cu e piscanan aki no ta vista di tur dia y solamente rara vez nan ta worde mirá. El a scirbi cu familia di e piscanan aki ta mes mahos cu ne y cu nan tambe ta raro den Antillas.

Nota di redaccion: Nos ta agradecido na Dr. Kristensen pa e informacion cu e piscá raton di anochi ta un criatura raro y cu ta worde mirá poco vez. Awor nos por bai banja tranquil na lamar durante fin di siman sabiendo cu nos lo no tin di mira e vista mahos aki.

### SERVICE AWARDS

#### 20-Year Buttons

Bernardo van der Linde	Cracking
Pedro Flemming	Cracking
Eduardo C. Semeleer	Rec. & Ship.

#### 10-Year Buttons

Antonio Krozendijk	Rec. & Ship.-Wharves
Asinto Croes	Utilities
Miss Maria Koolman	Medical
Segundo Arends	Medical
Nasario C. Trenidad	Stewards
Anselmo F. Eckmeyer	Stewards
Alberto A. Werelman	Maint. & Serv.



GREGORIO RASMIJN is dwarfed by the 8-foot, 400-pound white marlin he and Benny Geerman, in truck bed, caught southeast of Aruba. They landed the monster April 26.

GREGORIO RASMIJN ta keda chikito banda di e balahoe blanco 8 pia largo y pisando 800 liber, cual el cu Benny Geerman, ariba e truck, a coi na zuidoost di Aruba. Nan a captura e monstruo April 26.

## Bulldozer Turns Tanker in Tests Of Loading Arm

A contractor's bulldozer became a "stand-in" for an ocean-going tanker recently to aid ESO Engineering in tests of its unique free-standing loading arm for marine terminals. Purpose of the tests was to measure the loads and forces developed in the arm during normal operation.

The free-standing loading arm — so-called because once connected to the cargo manifold of a tanker it stands without overhead support — was designed by ESO Engineering in 1957. There are free-standing arm installations at ESO Standard terminals in Sewells Point, Va., and Wilmington, N.C., on the tanker docks at the Bayonne and Baltimore refineries and overseas at the Rotterdam, Slagen and Milford Haven refineries. Lago's No. 3 Finger Pier will also have free-standing arms.

Pipe flanges on the test stand corresponded to the dock end of the arm. The offshore end was bolted to a flange that was welded to the blade of the bulldozer. The position of the arm was varied by moving the bulldozer backward or forward, duplicating the movement of a ship at the dock. Strain gauges recorded loads.



FRIENDS OF Pedro C. Navas, who retired May 1 from Mechanical-Mason, made sure he would know the time of day during his retirement. They presented him with a wall clock April 28. He also received a billfold and silver cup. The gifts were presented by Foreman F. Ponson, right. AMIGONAN DI Pedro C. Navas, kende e retira Mei 1 for di Mechanical-Mason, a asegura nan mes cu el lo sabi e ora di dia durante su pension. Nan a presente'le un oloshi di muraya April 28. E regalonan a worde presentá door di Foreman F. Ponson.

# Scouts Get New House



A FLAG-raising ceremony preceded the official dedication and blessing of Jeanne d'Arc group's new scout house. CEREMONIA DI hisa bandera a tuma lugar promer cu dedicacion oficial y bendicionamente di e cas nobo di padvindster di grupo Jeanne d'Arc.

The dedication and blessing of the Jeanne d'Arc group's new scout house at Sabaneta June 30 was attended by more than 100 Girl Scout leaders, scouts and brownies and friends of scouting. The house, a former Seroe Colorado bungalow garage donated by Lago, was officially opened by Public Relations Manager E. Byington Jr. after which it was blessed by Father J. L. Standenmeyer, pastor of the Sacred Heart of Jesus Catholic Church at Sabaneta. An open house followed for parents and friends of Jeanne d'Arc scouts.

Prior to the ribbon cutting ceremony by Mr. Byington, scout leaders and scouts assembled for a flag-raising ceremony and brief remarks by Miss Tila Schwengle, leader of the Jeanne d'Arc group, and Mrs. P. Gordijn, recent regional commissioner of the Netherlands Girl Scouts of Aruba. Leaders from all island groups were present. Mrs. Gordijn remarked that the building was the sixth that Lago had donated to island scouting and had been completely renovated by Sabaneta Girl Scouts and parents.



NOTABLES PRESENT, right to left, are Father J. L. Standenmeyer, E. Byington Jr., Mrs. P. Gordijn and Mrs. A. J. Huibers, new Girl Scout regional commissioner. NOTABLENAN PRESENTE, robes pa drechi, ta Pastoor J. L. Standenmeyer, E. Byington Jr., Sra. P. Gordijn y Sra. A. J. Huibers, comisionista regional nobo.



THE SCOUT house was blessed by Father Standenmeyer. Mrs. Tila Schwengle, left, is the Jeanne d'Arc group's leader. A popular spot, right, was the refreshment cooler.



E CAS di padvindster a worde bendicioná pa Pastoor Standenmeyer. Sra. Tila Schwengle, robes, ta lider di e grupo di Jeanne d'Arc. Un skina popular, banda drechi, tabata na e friador di refresco.



CUTTING THE ribbon and officially opening the new scout house is Public Relations Manager E. Byington Jr. CORTANDO E sinta y habriendo oficialmente e cas nobo ta Public Relations Manager E. Byington Jr.

## Padvindsternan Jeanne d'Arc A Haya Cas Nobo

E dedicacion y bendicionamento di e cas nobo pa padvindsternan di e grupo di Jeanne d'Arc na Sabaneta Juni 30 a worde presenciá door di mas cu 100 lidernan di padvindsters, padvindsters, kabouters y nan amiganan. E cas, un anterior garage di Seroe Colorado duná door di Lago, a keda oficialmente habri door di Public Relations Manager E. Byington, Jr. despues di cual el a worde bendicioná door di Pastoor J. L. Standenmeyer, pastoor di Misa di Sagrado Corazon di Jesus na Sabaneta. Despues a sigui un brindis pa mayornan y amiganan di e padvindsternan di Jeanne d'Arc.

Promer cu e ceremonia di corta cinta door di Sr. Byington, lidernan di padvindster y e padvindsternan a bini hunto pa e ceremonia di hiza bandera y pa e tendende palabranan di Srta. Tila Schwengle, lider di e grupo di Jeanne d'Arc, y Sra. P. Gordijn, kende tabata comisionista regional di Nederlandse Padvindsters Gilde na Aruba. Lidernan di tur e gruponan di Aruba tabata presente.

## Ecury, Wout and Britten Received Promotions May 1

Mechanical Department promotions were announced May 1 for Hubert P. E. Ecury, Ludwig R. Wout and Dominico De S. Britten. Mr. Ecury was named zone foreman in Mechanical-Garage, Mr. Wout was promoted to carpenter foreman and Mr. Britten was promoted to instrument foreman.

All but two of Mr. Ecury's twenty years' service have been spent in Mechanical - Garage and Transportation. He joined Lago Aug. 7, 1936, as an apprentice clerk B and through eight subsequent promotions became a tradesforeman in 1945.



H. P. E. Ecury

He served in Mechanical-Administration as a senior engineering assistant from 1955 through 1957. Mr. Ecury served in the transportation group from late 1957 until September, 1960, when he transferred to the garage as a foreman, the position he held at the time of his recent promotion.

Mr. Wout started with the company April 9, 1936, as a first class laborer in the carpenter craft where he has remained since. He became a carpenter helper B in 1936, a carpenter C in June, 1942, a carpenter B in September of that year and a carpenter A July 1, 1945, and held that position until his recent promotion.

Mr. Britten began his Lago service Sept. 3, 1945, as a mechanical apprentice D. In 1947 he transferred to the instrument craft as a senior apprentice D, advanced to senior apprentice A and, in 1950, to instrument



L. R. Wout D. D. S. Britten

helper A. Mr. Britten was promoted to instrumentman A in 1954 and was named a job trainer in June, 1959. He held that position at the time of his May 1 promotion.

## Directornan A Tene Reunion Anual April 24

E cuatro director di Lago - F. C. Donovan, O. S. Mingus, W. A. Murray y F. W. Switzer - a worde eligi como director na e reunion anual di accionistanan di Lago Oil & Transport Co., Ltd. teni April 24.

Durante e reunion di organizacion di Junta di Directornan a worde eligi como directornan O. S. Mingus, presidente; W. A. Murray, vice-presidente; y C. B. Garber, secretario y tesoro.

Srta. C. C. Fodermaier a worde renombrá como secretaria ayudante y W. T. Murphy a worde renombrá tesoro ayudante.

## Ecury, Britten, Wout Promoví Den Mechanical

Promociannan den Mechanical Department a worde anunciá Mei 1 pa Hubert P. E. Ecury, Ludwig R. Wout y Dominico D. S. Britten. Sr. Ecury a worde nombrá zone foreman den Mechanical-Garage, Sr. Wout a worde promoví pa carpenter foreman y Sr. Britten a worde promoví pa instrument foreman.

Solamente dos di e binti-dos anja di servicio di Sr. Ecury no a worde pasá den Mechanical-Garage and Transportation. El a cuminsa traha na Lago Aug. 7, 1936, como apprentice clerk B y door di ocho promocion subsecuente el a bira tradesforeman na 1945. El a traha den Mechanical-Administration como senior engineering assistant for di 1955 pa 1957. Sr. Ecury a traha den e grupo di transportacion for di fin di 1957 te September 1960, tempo cu el a transferi pa garage como foreman.

Sr. Wout a cuminsa traha cu compania April 9, 1936, como first class laborer den carpenter craft unda el a keda tur e tempo. El a bira carpenter helper B na 1936, carpenter C na Juni 1942 y carpenter B na September 1942. Sr. Wout a worde promoví pa carpenter A Juli 1, 1945, y ocupa e posicion aki te su reciente promocion.

Sr. Britten a cuminsa su servicio na Lago Sept. 3, 1945, como mechanical apprentice D. Na 1947 el a transferi pa instrument craft como senior apprentice D, el a avanza pa senior apprentice A y, na 1950, pa instrument helper A. Sr. Britten a worde promoví pa instrumentman A na 1954 y a worde nombrá job trainer na Juni 1959. El a ocupa e posicion aki te tempo di su promocion Mei 1.

## NEW ARRIVALS

- April 5**  
DARASE, Bergilio - Cracking; A son, Edward Albert  
ALBERDO, Segundo - Medical; A son, Paul Franklin
- April 6**  
HARMS, Supriano - Acad & Edel; A daughter, Amada Soraya
- April 7**  
LUSON, Herman I. H. - Acad. & Edel; A son, Kenrick Clarence
- April 8**  
ALBERTS, Pedro C. - Rec. & Ship; A daughter, Vivian Tecla
- April 9**  
GEERMAN, Enrique R. - TSD Lab; A son, Lino Giovanni
- April 10**  
LUNT, Jean T. H. - Mecc. Admin; A son, Luis Felipe Lynde  
LADDOE, Voltaire R. - LOF; A son, Voltaire Rogobert Ricardo
- April 11**  
CROES, Juan - Mech. Pipe; A daughter, Dolores Miriam
- April 12**  
EASAMUS, Vicente - Mecc. Welding; A son, Haimo Humphrey
- April 14**  
HOEK, Jose R. - Mecc. Yard; A daughter, Patricia Fuomena
- April 15**  
LENA, Nicolaas - Mech. Garage; A son, Maximo Vaeriano
- April 16**  
CROES, Johannes N. - Electrical; A daughter, Ruth  
BOEKHOUDT, Alphonse - Mech. Yard; A son, Ronald Stenley
- April 16**  
LOEFSTOP, Esteban - General Services; A son, Benedicto
- April 17**  
ARENSZ, Edwin R. - C&LE; A daughter, Vivian Ludwina
- April 17**  
Van PUTTEN, David A. - Lago Police; A daughter, Kathleen Mae  
PEREZ, Carlos O. - Mech. Storehouse; A daughter, Mirna Jacinta  
KELLY, Dominico - Rec. & Ship; Twin sons, Leonard Joseph & Robert Jacobus  
BRYON, Simeon - TSD Lab No. 2; A daughter, Isolda Amanda
- April 18**  
LAMPE, Willem - Mech. Garage; A son, Michael  
KOCK, Marcelo - Mech. Yard; A son, Rudy Roberto
- April 19**  
WEVER, Sixto V. - Mech. Transportation; A daughter, Bernadette Suzette Ludwina  
STATIA, Inario J. - TSD Lab; A daughter, Liliane Ersilia
- April 21**  
ANGELA, Claudio - General Services; A daughter, Margarita  
ECHTELD, Leo A. - Accounting; A daughter, Ria  
RIDDERSTAP, Laurentius - Mech. Yard; A daughter, Stella Esmeralda

## Directors Hold Annual Meeting

Lago's four directors - F. C. Donovan, O. S. Mingus, W. A. Murray and F. W. Switzer - were re-elected directors at the annual meeting of shareholders of Lago Oil & Transport Co., Ltd., held April 24.

At the organization meeting of the Board of Directors, re-elected officers were O. S. Mingus, president; W. A. Murray, vice-president; and C. B. Garber, secretary and treasurer.

Miss C. C. Fodermaier was reappointed assistant secretary and W. A. Murphy was reappointed assistant treasurer.

- April 22**  
MADURO, Sarafino S. - Electrical; A daughter, Aida Sevilla  
FRANK, Brian - C&LE; A daughter, Luisa Mercedes  
BROWN, Ernest A. - Marine; A son, Ernest Edgerton Lincoln
- April 23**  
RODRIGUEZ, Elio R. - Mech. Storehouse; A son, Danilo Rafael  
FRANKEN, Mario - Accounting; A son, Ronald Alvin
- April 27**  
RUIZ, Theodor V. - Mech. Yard; A daughter, Shirley Mayada
- April 28**  
CICLIA, Pedro J. - Mech. Yard; A son, Hubert Supriano  
HALFAKER, John J. - TSD; A son, Thomas Edward  
GEERMAN, Alejandro - Rec. & Shipping; Twin daughters
- April 29**  
ANJIE, Luis S. F. - Mech. Pipe; A son, Robert Richard
- April 30**  
JACOB, Victor O. - Carpenter; A son, Samson Julian
- May 1**  
LEEST, Tomas - Accounting; A son, Tommy Anthony  
BLIJDEN, James A. - TSD Eng.; A son, Clyde Aldridge
- May 2**  
LACLE, Willem A. A. - Rec. & Shipping; A daughter, Irene Mirelle
- May 3**  
BERGFELD, Rudolph C. - Mechanical; A daughter, Karen Mary  
DIRKSEN, Mario - Mech. Yard; A daughter, Lidia Bernadette  
CROES, Francisco - Gen. Serv.; A son, Alex Afridus